

Claims.

1-11. (canceled)

12.(new) A connection for use in a motor vehicle having bodywork adapted for receiving an impact, the motor vehicle includes a side rail and a structural part supporting the bodywork, the structural part comprises a top edge situated near a zone of the bodywork that might be impacted by a head or hip of a pedestrian, the connection comprises a collapsible force-opposing member that enables the side rail to oppose a vertical force.

13.(new) A connection according to claim 12, wherein the motor vehicle includes a plurality of side rails, the force-opposing member comprises a finger mounted on each side rail, an actuator capable of moving the finger between an extended position in which the finger retains the structural part vertically, and a retracted position in which the structural part is released.

14.(new) A connection according to claim 13, wherein the actuator is a motor.

15.(new) A connection according to claim 13, wherein the actuator is connected to an impact sensor capable of identifying contact between the bodywork and a pedestrian.

16.(new) A connection according to claim 12, wherein the force-opposing member comprises a fixed finger adapted to break above a predetermined vertical force threshold.

17.(new) A connection according to claim 12, in which the force-opposing means comprise a fusible portion of the part.

- 18.(new) A connection according to claim 12, wherein the force-opposing member comprises an insert embedded in the structural part and fixed to the side rail, the insert adapted to split the structural part when subjected to vertical force above a predetermined threshold.
- 19.(new) A connection according to claim 12, wherein the structural part includes a hood lock, and the motor vehicle includes a sensor capable of releasing the hood lock when the bodywork impacts a pedestrian.
- 20.(new) A connection according to claim 12, wherein the motor vehicle includes fender linings having a bottom, the structural part includes a plurality of ends, and the ends extend beneath the bottom of the fender linings and each end is secured to the fender linings by at least one fusible fastener.
- 21.(new) A connection according to claim 20, wherein the fusible fastener comprises an insert selected from the group consisting of an overmolded insert or a crimped insert
- 22.(new) A connection according to claim 12, wherein the structural part includes a cooling unit.
- 23.(new) A connection according to claim 12, wherein the motor vehicle comprises a front face and the front face comprises the structural part.